

CITY OF CORONADO

TRAFFIC OPERATIONS COMMITTEE

MINUTES

March 25, 2010

A meeting of the Traffic Operations Committee (T.O.C.) was held on Thursday, March 25, 2010, at 2:00 p.m. in the Council Chambers. Scott Huth, Ed Walton, and Rachel Hurst were present. Jesus Ochoa represented the absent Lou Scanlon and Ed Hadfield represented the absent John Traylor. Assistant Engineer Dave Johnson was also present.

1. Minutes of the February 25, 2010 Meeting – Approval – Mr. Walton moved to approve the minutes, Ms. Hurst seconded the motion and they passed unanimously with Mr. Ochoa abstaining.
2. Oral Communications – None.
3. Recommendation Regarding a Request to Install a Blue Curb Zone at Coronado Middle School – Mr. Johnson reported that the Engineering Department received a letter from Kimberlee O'Maley requesting that the City look into converting the existing blue curb zones on F and G Avenues at the Middle School that are signed as drop-off zones to longer-term parking. There is no provision in the Vehicle Code for a time-limited blue curb zone; therefore it can't be enforced as a time-limited zone or just a drop-off zone. When the new Middle School was built, new handicap-accessible ramps were put in along the curb line. The school also put in some passenger loading zones in that same vicinity and he thinks they thought it would be consistent to have a signed handicap drop-off zone. If these spaces are re-signed as typical handicap parking zones they can be enforced.

Mr. Huth asked if the regular white loading zone can still be used for dropping off a wheelchair and is there close proximity to a ramp? If someone is using the blue zone would another person go to the white zone and have to go into the street to get to the ramp? Mr. Johnson said there isn't a whole lot of room to maneuver a wheelchair to that ramp if the blue zone is occupied.

Mr. Ochoa said that people with handicap placards who park in the blue zone in its current configuration cannot be cited if the vehicle is there too long, so it doesn't matter if they're dropping off or not, even now. Mr. Huth said that he felt the signage now discourages long-term parking. If the recommendation is approved, that will not be discouraged. Mr. Johnson said it would have to be monitored to see if it's blocking access for those who need to drop off a handicapped person. In that situation, they may choose to use the white zone.

Ms. Hurst wondered if the school weighed in on this and Mr. Johnson said he spoke to Jim Zerkowitz, the maintenance supervisor. He agreed that there would need to be some monitoring to see how it works but he didn't think the school would have strong feelings against converting that to a regular handicap parking space. In addition, the superintendent of schools and the principal of the Middle School were informed of today's meeting and provided a copy of the staff report.

Mr. Hadfield moved to approve the staff recommendation to convert the two blue curb loading zones to standard blue curb zones, Mr. Ochoa seconded it and it passed unanimously.

4. Recommendation Regarding Installation of Traffic Calming Devices in City Alleys – Mr. Johnson said that a few months ago the T.O.C. recommended to the Council a left-turn restriction at the alleys between A Avenue and Orange Avenue off Third Street. During the Council meeting there was public testimony where citizens were concerned about speeds in the alleys and wanted the City to look at possible traffic control devices, specifically, speed limit signs and speed humps. The T.O.C. has looked at those things before and prior staff recommendations have been to not install signs. There's a prima facie speed limit which is defined in the Vehicle Code and people should be aware of the speed limits in the alleys. He doesn't have a recent speed survey of the alleys, but his feeling is that the majority of drivers are driving reasonably through the alleys. There may be a few, 15%, that drive unreasonably, but the use of signage for speed limit control is probably not going to be very effective. Therefore, staff is not recommending speed limit signs be placed in the alleys. With regard to speed humps, there is a warrant for speed humps on residential streets. If the criteria were to be applied to an alley it wouldn't meet the criteria. In addition, we don't necessarily want speed humps in the alley because there is a lot of heavy vehicle traffic there, such as trash pick-ups. The critical speed measurement for speed hump installation is 33 mph and it's highly doubtful that there are many vehicles traveling 33 mph through the alleys. Because alleys don't meet the criteria, speed humps are not being recommended.

Mr. Hadfield moved to approve the recommendation to not install speed limit signs or speed humps in City alleys, Mr. Walton seconded it and it passed unanimously.

The meeting adjourned at 2:28 p.m.